

THE ILLUSTRATED LONDON NEWS

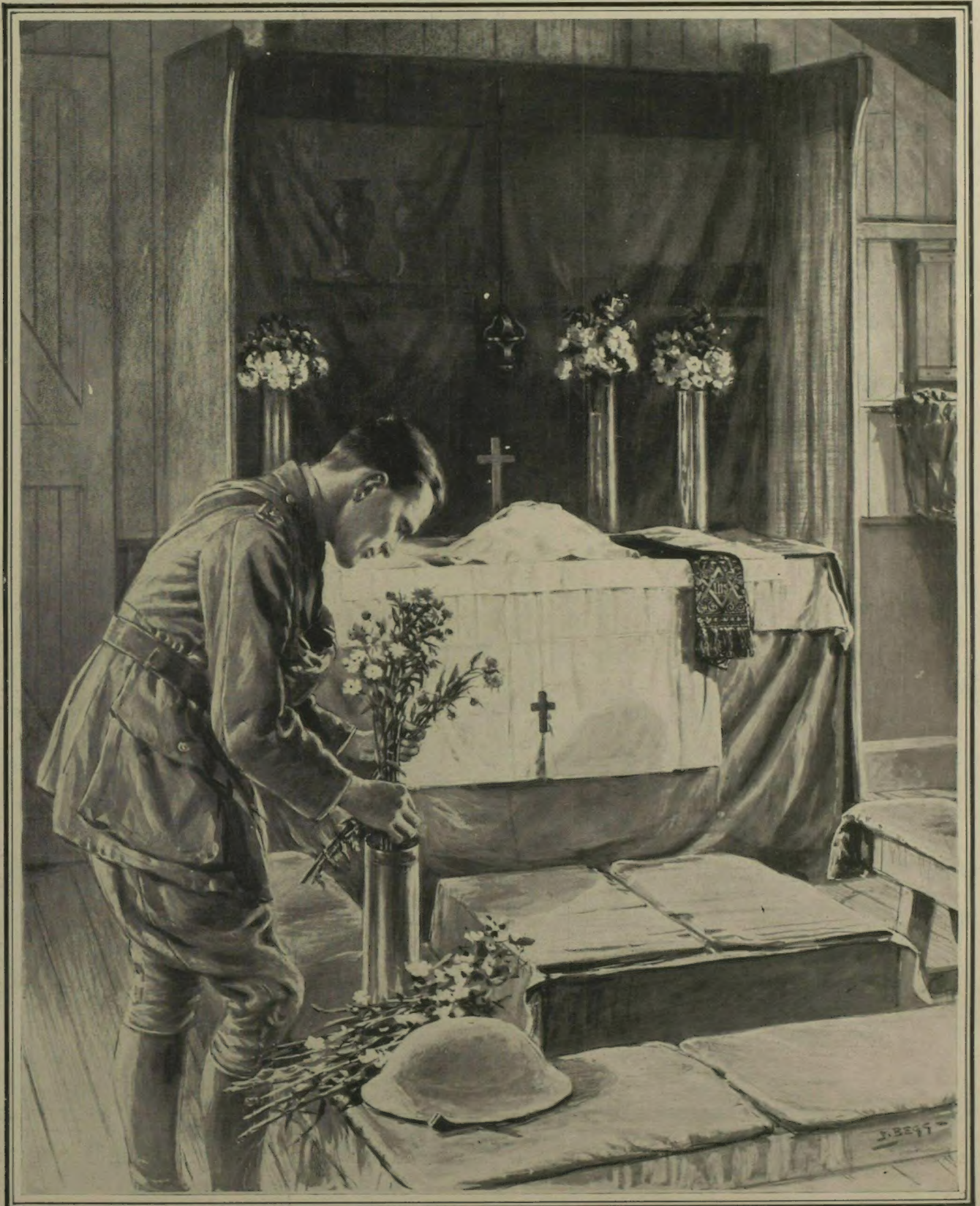
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ONE SHILLING.

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THE PADRE: AN ARMY CHAPLAIN DECORATING THE ALTAR OF HIS "CHURCH" ON THE WESTERN FRONT
WITH FLOWERS.

The little hut which serves this "padre" as church is only some two hundred yards from the British front line.

DRAWN BY S. BAGO FROM AN OFFICIAL PHOTOGRAPH. COPYRIGHTED IN THE UNITED STATES AND CANADA.

OUR SHARE IN THE MAGNIFICENT ITALIAN VICTORY: BRITISH ARTILLERY COUNTER-PREPARATION NEAR ASIAGO.

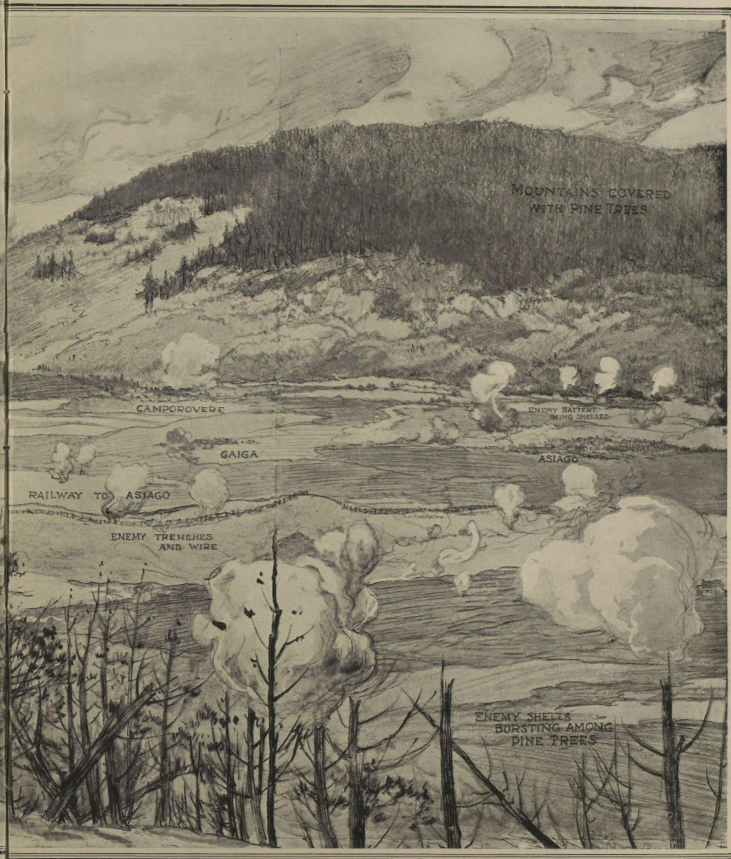
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"ON THE UPLANDS OF ASIAGO THERE CO-OPERATED WITH THE FORCES OF ITALY AND GUN POSITIONS

The part taken by the British and French troops on the Italian front, in turning the Austrian offensive into an Austrian defeat, received a generous tribute the other day from Signor Orlando, the Italian Premier. "On the uplands of Asiago," he said, "there co-operated with the forces of Italy those of England and France which we have with us, an army of three nationalities which has fought with such concert, with such brotherly fusion of spirit, plan, and manoeuvre, as could not be surpassed in a national army. There was this difference, perhaps, that the flame of emulation burned still more intensely and led to victory in valour, a wonderful victory in which none of the three could surpass the others, no equal was the tenacity of resistance and the fury of assault." The Italian Senate greeted this passage in Signor Orlando's speech with enthusiastic applause. In his message to Mr. Lloyd George in reply to the latter's congratulations on the



THOSE OF ENGLAND AND FRANCE": A BRITISH BOMBARDMENT OF AUSTRIAN TRENCHES ON THE ASIAGO FRONT.

Italian success, he said: "The Italian Army is proud to have beside it at these decisive moments the heroic sons of glorious England." British guns and machine-guns have inflicted heavy casualties on the enemy. "To the Austrian loss in killed," writes Mr. G. Ward Price, "Mr. Mac's Land in front of the British line speaks with grisly plainness. There are too dead on the front of one of our Divisions. They are to be seen lying—frozen in a single shell-hole." A semi-official Italian announcement of June 25 said: "Defeated in the mountains and on the plains, worn out by the enormous losses, exhausted in strength and in war material, deprived of his initial advantages, the enemy has had to retreat. The Italian Army may be proud of having, with the aid of the Allied Divisions on the Asiago Plateau, beaten all the Austrian Army." British troops on the Asiago plateau carried the offensive into the enemy's lines. (Illustrations Copyrighted in the United States and Canada.)



By G. K. CHESTERTON.

I READ recently a very curious and interesting remark by Mr. Robert Dell, the gentleman who was expelled from France by M. Clemenceau, and who now describes himself as a sort of exile because he is brutally driven back to his native land: "Not until I was forcibly ejected from the country which has been my home for nearly twelve years did I fully realise how deeply rooted my attachment to France had become." This I can well believe, for nobody could have inferred from Mr. Dell's writings, while he was in France, that he ever had any attachment to France at all.

He went about the ordinary internationalist work of palliating the policy of the Central Powers, the enemies by whom France was being devoured daily; and such is the frenzied excitability of the average Gaul that he regards such white-wash as more defiling than pitch.

Mr. Dell's words which especially interest me are these, and I think them well worthy of a little analysis: "The rulers of the Central Empires began long ago to count the cost, as Kings and Governments at war have usually done in the past; on the side of the Allies it has been regarded almost as treasonable to count the cost—hence the difference between the two policies." This remark, as Mr. Dell designs it,

to count the cost. They counted the cost when they went out to take the spoil; they counted it, as they counted every penny of other people's money they proposed to extort, and every yard of other people's land they proposed to steal. To say that they counted the cost is merely another way of saying that they planned the crime.

It is perfectly true that the absence of this cold and criminal calculation on the side of the Allies marks the difference between the two policies. But, above all, it is perfectly true that it is regarded among the Allies as almost treasonable to count the cost. The difference between the two policies is due to the same simple fact—that it was the Allies who were attacked, and the Central Powers who attacked them. It always is treasonable—it always is, and must be, intrinsically cowardly and contemptible—to count the cost of fighting, when one is forced in honour to fight.

The reason the Allies cannot count the cost of winning the war is that no human imagination could count the cost of not winning it. There is a calculation that is idler than any caprice. It is meaningless to make a sort of time-table to show how long a man need wrestle before he is flung over a precipice. It is meaningless to take a foot-rule and measure how many thousand feet of precipice he would prefer to fall. A Prussian professor would doubtless work out such calculations in any number of volumes and down to the last decimal; he would call such work "thorough," but it is only thoroughly silly. Failure is annihilation; and annihilation is an absolute. In the international case the first and last fact is quite simply that France saved us, her Allies, from this annihilation and from nothing less. Mr. Dell devotes himself chiefly to arguing that the Austrian Emperor's offer, through Prince Sixte de Bourbon, was not adequately considered by France. I devote myself, for the moment, solely to pointing out that, in any case, it could not conceivably have been considered by England.

I assume, for the sake of argument, that Austria did offer Alsace-Lorraine, which is disputed; I assume even that Germany might have joined in that offer, which is much more disputable. I point out the pretty obvious fact that, if France had accepted that offer, we must have refused it, and that we might well show a little decent gratitude to France for refusing it for us. If France lost great advantages, it was her own advantages that she lost. If she stood out for extreme claims, it was our extreme claims she stood out for. For our claims, far more than hers, must be extreme claims. The French might merely consider themselves insulted by the presence of the Prussian in the lost provinces. It is we who are insulted—or rather, menaced—

by the presence of the Prussian in the world. He might withdraw all his soldiers from the conquered soil without withdrawing one of his submarines from the open sea. So long as he threatens us on the sea, and we remain on an island, we are liable to have the torture

of starvation sprung on us suddenly, like a turn of the rack. For us, in a quite special sense, the peril is not in the presence of Germany somewhere, but in the power of Germany everywhere. Having discovered what that power is, and how and by whom it is wielded, we must at all costs weaken it as a power, and not divert its efforts from one place to another. If we cannot do it, we



APPOINTED CONTROLLER OF THE ACCOUNTS DEPARTMENT, MINISTRY OF MUNITIONS: SIR GILBERT F. GARNSEY, K.B.E. Sir Gilbert was included in the recent Order of the British Empire List. He is a partner in the firm of Messrs. Price, Waterhouse, and Co., the well-known chartered accountants. He has been appointed Controller of the Accounts Department, Ministry of Munitions, after having assisted in the Finance Department of the Ministry.—[Photograph by Copperfield.]

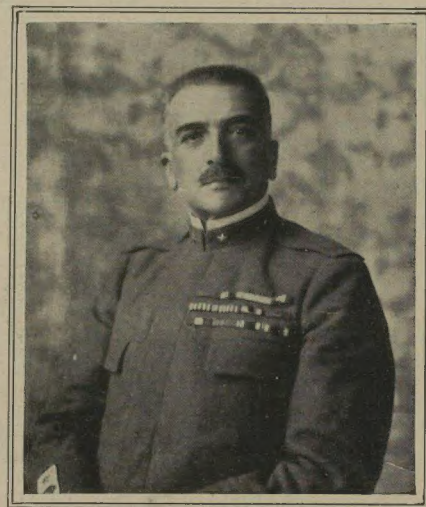
been regarded almost as treasonable to count the cost—hence the difference between the two policies." This remark, as Mr. Dell designs it,



APPOINTED MILITARY GOVERNOR OF PARIS: GENERAL GUILLAUMAT.

The newly appointed Governor of Paris, General Guillaumat, won promotion to a Divisional Command after the Marne. Next he took a leading part in the fighting at Verdun, being ultimately placed in command of the main army defending the fortress. Thence he was sent last December to succeed General Sarrail at Salonika. The General has now taken charge of the defence of Paris as Military Governor of the capital, vice General Dubail, who made his mark as Commander of the First Army under Marshal Joffre, recently appointed to the Grand Chancellery of the Legion of Honour.—[French Official Photograph.]

is merely a part of the familiar process of Germanising the black and white of this war into a sort of general field-grey. What is singular, and even startling, about Mr. Dell's recent observation is that it is quite true. It is perfectly true that the rulers of the Central Empires began long ago



THE LEADER OF THE VICTORIOUS ITALIAN ARMIES: GENERAL DIAZ.

General Diaz is Chief of Staff to the King of Italy, and Commander-in-Chief of the Italian armies in the field. He has directed the operations in the recent great battle with brilliant success.

Photograph by Trembus.

are lost—in a sense no more metaphorical than that of a man falling off a precipice. From this fall the French saved us, simply by being faithful to the spirit of the compact and the common cause; and their reward is, apparently, to be abused by certain English people for their piratical arrogance and raging ambition. Surely it passes toleration that any of us should reproach France for not deserting the Alliance. It is too much that anybody should call our Ally a jingo for not making a separate peace, or accuse him of imperial tyranny because he was innocent of international treason.

SPECIAL NOTICE.

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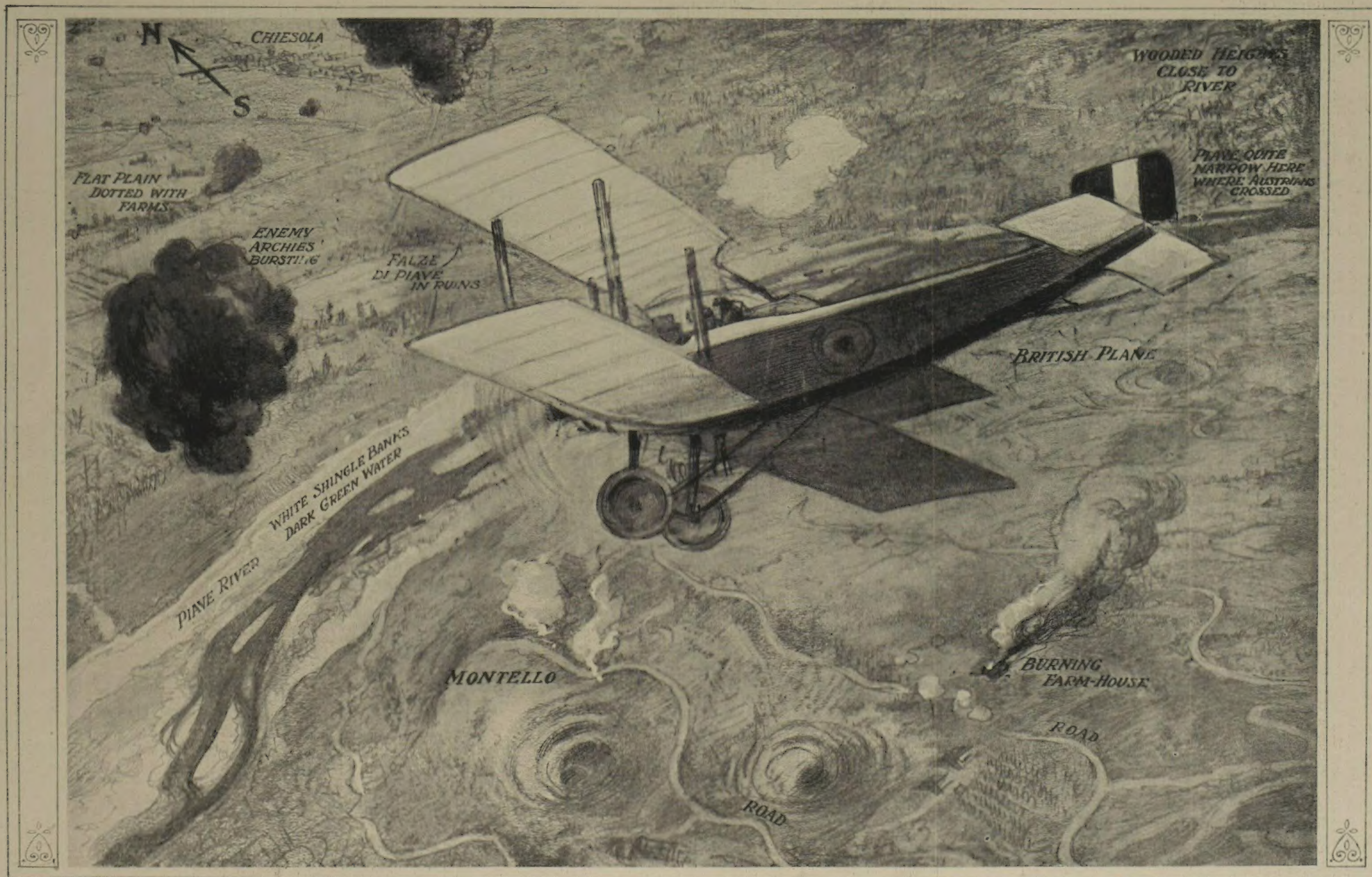
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A BRITISH AEROPLANE OVER THE RECAPTURED MONTELLO: AN AIR VIEW OF THE PIAVE.

DRAWN FROM MATERIAL SUPPLIED BY AN EYE-WITNESS.



THE ILLUSTRATED LONDON NEWS, JUNE 23, 1918.—741

WHERE THE ROYAL AIR FORCE HAS CONTRIBUTED TO ITALY'S GREAT VICTORY: A BRITISH AEROPLANE FLYING OVER THE PIAVE VALLEY.

The British Commander in Italy recently announced that "between June 12 and 21, inclusive, the Royal Air Force have destroyed twenty-three enemy aeroplanes." The Montello heights are crossed by numerous roads, and dotted with white farmhouses. The circular markings on the ground are round craters, possibly of volcanic origin, and are often several hundred feet across, and from eighty to a hundred feet deep, generally planted round with vines. The ground is cultivated mostly with small mulberry, fruit, and vine trees; but there is much close undergrowth and stunted chestnut and oak trees. The latter are reputed to be

the offshoots from the roots of the parent trees, which were cut down hundreds of years ago to provide timber for the famous Venetian Fleet. The scene depicted is at the north-east corner, opposite where the Piave is narrowest, and where the Austrians crossed. The temporary bridges would be at the point marked X, opposite the wooded heights which concealed the enemy in their first attack. Nervesa, since recaptured by the Italians, lies on the river bank about three miles away to the right.—[Drawing Copyrighted in the United States and Canada.]

POTSDAM'S DISAPPOINTMENT. (SEE ILLUSTRATION ON PAGE 753.)

By M. H. TEMPLE.

IT is not quite a year ago since the Kaiser told his under-water murderers that if they would remorselessly pursue their campaign of assassination, Great Britain would be beaten to her knees by starvation before this month was reached. With all respect to the Supreme War Lord, it is submitted that the fulfilment of his promise is a little overdue by now. He was going to cut our arteries one by one, and watch us bleed to death; but something—perhaps, something connected with the British Navy—seems to have gone wrong with the works, and Britain is still rather a lively corpse. It may comfort the Kaiser to know that we are rationed; but a comparison between the rations to which we are restricted and those to which his own people are reduced, is not likely to increase his satisfaction.

There are very few things in Germany which are not rationed; while there are very few in England which are; and whereas the German counts himself lucky if, not being one of the favoured of von Wadlow, he gets anything like what he is supposed to be entitled to, our coupons are as good as bank-notes. We are asked not to eat more bread than we really need, and the clubs and restaurants are under restric-

tions as to the amount they serve; but, with that exception, there are only four forms of foodstuffs that are rationed at all at the moment. Those are meat, bacon, sugar, and butter or margarine. Cheese and jam are a little difficult to obtain just now; but the position with regard to both will probably improve in a short time, and meanwhile we are free to buy what there is, and eat as much of either as we can get.

Prices are high, thanks quite as much to the scarcity of labour as to the efforts of U-boats; but there is no real shortage of food; and, besides cheese and jam, all such essentials as fish, tea, rice, pulse, oatmeal, potatoes, and fresh vegetables are ration-free. Against the high price of food must, in all fairness, be set the high price of labour; and it really comes to this, that only the people with fixed incomes are seriously feeling the Kaiser's pinch. Even of the foods that are rationed we get enough for our health, and more than enough to deprive us of any legitimate excuse for complaint. The man who is allowed a pound of butcher's meat, a pound of bacon, half a pound of sugar, and a quarter of a pound of margarine every week is not starving, whatever else may be the matter with him. That, in addition to the un-

rationed foods, is the amount to which every man and woman is entitled, even if he or she is employed only on sedentary work or is doing no work whatever. For anybody engaged in hard manual labour, the allowance is a great deal more; and, not to go into wearisome figures, it runs up to five pounds and a quarter of butcher's meat for a marine employed on duty at home.

It is painful to be obliged to add to Germany's Imperial Majesty's disappointment, but the real truth is that, far from doing us any harm as a nation, he has done us a great deal of good. His officers, acting by his orders, have carried out about fifteen thousand cold-blooded murders at sea, for which he and they will be called to account in due course. But the health of the people at large was never so good as it is at present; and for that—in part, at any rate—we have the Kaiser to thank. Perhaps we have, most of all, to thank Lord Rhonda and Mr. Clynes for the care with which the rations have been apportioned; and the Local Food Committees and the general public for the splendid work accomplished in making the rationing machine run as smoothly as the engine of an aeroplane.

THE WAR GAME OF THE JAPANESE.

By E. B. OSBORN.

CHESS has often been praised as a lively and exact image of warfare—for which reason Napoleon and other famous commanders, before and after his time, have cultivated it in leisure moments, and even recommended it as the best pastime for young officers. Perhaps that is why it is taught in German schools.

Certainly this "Game of Kings" brings home to its votaries the validity of two great strategic principles—concentration at the decisive point, and the ruthless sacrifice of man-power in order to achieve a victorious conclusion. These principles are admirably illustrated in the master-chess of Morphy and Blackburne, whose sacrificial splendours are faintly reflected even in the spendthrift wasting of "cannon-fodder" by Hindenburg and Ludendorf, the former of whom, in the days before he was dug up, used to play chess in the intervals of trying his luck at "skat", and drinking a mixture of champagne and brandy. Hindenburg is not a good chess-player: even the German newspapers which assisted at his apotheosis after Tannenberg politely hinted that he knew nothing, and cared less, about the science of the game. Probably he would be classed as a mere "wood-shifter" in places where chess is played intelligently.

The Japanese, however, have an ancient board-game—it came to them from China a thousand years ago—which seems to me a much more exact image of modern warfare than chess. Go, as this honourable pastime is called, is the national indoor game of Japan; it is played by people of all ages and both sexes, who will often give a whole day to a single contest. At first sight the European observer cannot understand either the objective of the patient Go-players or the source of the pleasure derived. He misses the pomp and circumstance of chess (which is so manifestly an elaborate metaphor of the old chivalrous battles between Occident and Orient), and the subtle plots and counter-plots of draughts—that strange, wooden algebra which so appealed to the scientific side of Edgar Allan Poe's imagination. When the real meaning of Go is grasped, however, the merits of the game as an exercise in modern strategy become apparent; and even chess-playing soldiers will admit that no more intriguing form of *Kriegspiel* has ever grown up in the mind of a civilised race.

This Japanese war-game is played on a board divided into eighteen by eighteen squares, which gives 361 intersection points. The men are

placed on these points, and either player has 180 of them, small smooth pebbles of elliptical shape being used in Japan. The players play alternately, depositing a man at each turn on a point; and the object of the play is to score either by surrounding parties of the opponent's men or to occupy territory, each man surrounded or square of territory within a cordon counting one in the final computation. In the course of the play the most difficult strategic problems are constantly arising, and it would require a treatise to explain them.

How to bring about miniature Sedans or annex pieces of territory without losing more than you gain—that's the question! It is the territorial idea—unknown in chess—which brings this game nearer to modern warfare than any other. The chief function, no doubt, of a leader is to seek out and destroy or capture the enemy's armies. Nevertheless, as we have been taught since 1914, it may be a great advantage to hold hostile territory. As played in Japan, Go is surrounded with curious observances. There is a depression on the obverse of the board in which the severed head of an obtrusive spectator can be deposited. I should like to see this fine old custom introduced into certain chess circles.

"THE BEEF TRIP." (SEE ILLUSTRATION ON PAGES 750-751.)

By MAJOR W. WHITTALL.

IF you would know in part the answer to that most foolish of all foolish war-questions: "What is the Navy doing?" you should make interest with the powers that be, and persuade them that you should proceed to a certain East Coast port and thence to sea with that convoy which the Navy irreverently calls the "Beef Trip."

It may be that you will meet with nothing more exciting than attended my own short experience of dancing on the North Sea with a destroyer flotilla which has, for the time being, as its task in life the seeing that a certain proportion of the people of these islands shall be duly fed. On the other hand, there are infinite possibilities of things happening. There is always the certainty that you will skirt nests full of newly laid Hun eggs, and the possibility that for once Fritz may have done his work better than usual. Then you may bump one of his infernal devices, and things may be doing. There is, too, the practical certainty that enemy aircraft will come over to investigate, and, incidentally, endeavour to strafe you with all sorts of unpleasantness from the air. That is not all either, for the North Sea is a hunting-ground of the U-boat—not altogether a happy one, perhaps, but nevertheless there are such things to be seen

on occasion. And, to end the list of possibilities, the routes that are followed bring the "beef trip" convoy well within the striking range of the enemy's surface craft from the Ems. So that there is room for many crowded hours of excitement.

All these things were elaborated for my information by the "Captain D." of the flotilla to the flagship of which I had, for the time being, been appointed. And so, in the early dawn of a June-morning, the flotilla stole out to sea to meet all or any of these little issues of war which make up the daily life of those who go down to the sea in the King's ships that England may live and continue. It was all of absorbing interest. Here at the head of the line are the mine-sweepers, which guarantee a clear and safe channel for the beef-ships. Then a destroyer, and, following on, the stolid ships of the convoy, with the rear of the procession brought up by yet another destroyer, whose mission it is to "ginger up" the laggards. And on either flank of the convoy are more destroyers which dance an apparently mad quadrille on the sea-floor out of sheer exuberance of life. But there is a great method in the madness of these destroyers, which seem to be moving in every direction save that appointed for the convoy,

and we begin to realise that so much of method is there that, if a lurking U-boat should take heart of grace and determine to attack, he will have to take his account with at least two of the escort moving in his direction every moment of the trip.

On this day, however, he is either not there or has not the heart to test his luck, for nothing happens, and the dance continues with no more than the sinking of a floating mine or two—these things can be had for the picking up—and we drop the convoy on the edge of the "safe" area on the other side. Then we do set dances "on our own" and the flotilla falls into station—and so back to our East Coast base. Of how we thought we had really found a U-boat, with the aid of an escorting seaplane, but which was only a mine—though it certainly did provide us with five minutes of anticipatory excitement, particularly when one of the destroyers, taking no chances with a possible "Fritz," dropped a depth-charge—and of the strafing of a silly seaplane, which, in defiance of all the rules of the game, flew across the convoy and was gunned for his sins, I have no space to tell. It was all really very uneventful—as it happened—but it was Sea Power the more patent because it was uneventful.

RECROSSED BY DEFEATED AUSTRIANS: THE PIAVE AND ITS FLOODS.

ITALIAN NAVAL OFFICIAL PHOTOGRAPHS.



HOW THE ITALIANS HAVE UTILISED THE RISING OF THE PIAVE: AREAS ON THE RIVER FRONT FLOODED FOR DEFENSIVE PURPOSES.



BRINGING BACK THE WOUNDED DURING AN ENGAGEMENT ON THE PIAVE: STRETCHER-BEARERS WITH THEIR LOADS MOVING ALONG THE TOW-PATH.

On June 25 it was stated that the Italians had driven the Austrians back across the Piave at almost every point, taking thousands of prisoners and much booty, and had recaptured the whole of the Montello. On June 24 General Diaz, the Italian Commander-in-Chief, announced: "From the Montello to the sea the enemy, defeated and pursued by our valiant troops, is recrossing the Piave in disorder." An Austrian report of the previous day, emphasising the difficulties caused by the flood-water, stated:

"The heavy rains which have descended in downpours almost daily during the last week in Venetia, and which have placed under water broad stretches of the plain, have multiplied the burdens of the troops and the privations of the warfare. The Piave has become a rushing stream, and its volume of water has many times made it impossible for several hours for there to be communication between both banks. It is only possible with the greatest difficulty to provide . . . supplies of munitions and provisions."

THE WORLD OF FLIGHT

BOMBER VERSUS BOMBER—OPPOSITION ORGANISATION.

By C. G. GREY,
Editor of "The Aeroplane."

IN the early days of the war, although a few enthusiasts, who foresaw what bomb-dropping might become in the future, tried serious experiments by dropping imitation bombs from aeroplanes, the use of aircraft as long-range artillery was not taken seriously by those in high places in any country. The aeroplane was regarded almost altogether as a vehicle whose use was to transport a sailor or a soldier scout in search of the enemy. It was recognised that aeroplanes might meet and fight, so the crews carried rifles or revolvers, or automatic pistols; but there was no regular armament, although, here again, a few enthusiasts had, long before the war, tried fitting machine-guns to "pusher" biplanes. Notable among these were experiments carried out by the late Lieut. Fox, R.E., on one or two R.F.C. machines on Salisbury Plain; by Lieut. Hubbard, R.F.C., S.R., on a Henry Farman at Farnborough; by the late Mr. Harold Barnwell on a Vickers at Brooklands (which ultimately became the famous "Vickers gun 'bus," the first real fighting machine of the war); and by Lieut. Clark-Hall, R.N., on a Short at Eastchurch.

The R.N.A.S. improved on the last-mentioned effort just before the war; for at the great Naval Review, which turned out to be the mobilisation of the Fleet, at Spithead in July 1914, all and sundry, including enemy military and naval attachés, were enabled to see a big Short seaplane mounting a quick-firer (not a machine-gun) firing a two-pound shell. Nevertheless, the arming of aeroplanes was not tackled really seriously till well on in 1916. In fact, it was only at the Battle of the Somme, in August of that year, that properly armed British aeroplanes were used in quantities. It is not surprising, therefore, to find that, when such an obvious necessity as the arming of aeroplanes took so long to develop, the far less obvious uses of bombing-aeroplanes should take still longer to develop. One hopes in a future article to discuss the methods of dropping bombs, and how those methods, and the bombs themselves, have improved during the war; but in this instance one proposes to deal only with the way in which bombing-machines have been used. In this, as in other cases, one must discuss the German way rather than our own, for, clever as the German intelligence department may be, there is always a danger of giving it useful hints if one says too much about our own ways of doing things. Therefore, it must not be thought that the Germans know more about the use of bombing-machines than we do, if one says rather little about our own people.

As in the case of arming aeroplanes, we were early in the field with our bombing operations. The first people to set about organising special bombing squadrons were the R.N.A.S., who began raiding German aerodromes and other military and naval objectives on the Belgian coast in 1916. During the same year, a strong detachment of the R.N.A.S. was sent down to the eastern frontier of France for the sole purpose of bombing German sources of munition-supply, such as mines, ironworks, and factories in Alsace-Lorraine, and along the Rhine.

During the same period of 1916 the Royal Flying Corps was organising special squadrons

for bombing purposes, chiefly tactical bombing at night of enemy positions just behind the fighting line. It was not till about Easter of 1917 that the R.F.C. undertook regular long-range bomb-raids of the strategic species. French bombing squadrons had been organised during the same time, and, besides doing tactical bombing, had co-operated actively with the strategic bombing squadrons of the R.N.A.S. in Eastern France.

The Germans first began to take bombing-aeroplanes seriously early in 1917. They had,



"THE SHARK": THE FORE-PART OF THE FUSELAGE OF A GOTHA BROUGHT DOWN AFTER IT HAD ATTACKED PARIS.—[Photograph by Allied.]

as everyone knows, used Zeppelins largely before that; but it was not till 1917, when they had acquired various British and French aeroplanes by capture, that their bombers became fit to use. As in the case of the R.N.A.S., they fixed on Flanders as their chief area of operations, obviously because it was the nearest point to England, and was within easy reach of Dunkirk, Calais,

the Channel, to find their way home. That was all very well, but they soon learned that this same proximity to the coast made it equally easy for the R.N.A.S. pilots to discover the German aerodromes. The German machines used to go out, and flares used to be lighted to show them the way home, which same flares indicated to any British pilot flying along the coast precisely the whereabouts of the German aerodrome, which was promptly bombed.

The German, who is never slow to learn, thereupon moved his bombing-aerodromes inland, leaving only a few fighting squadrons along the coast. But he learned then that aerodromes situated near big towns and alongside important railways and canals are almost as easily found in the dark as are aerodromes along the coast. Consequently, life at his aerodromes further inland soon became uncomfortable; and if only the supplies of big British bombing-machines had been larger, the German aerodromes in the neighbourhood of Bruges and Brussels could have been made absolutely untenable. Even as it was, some of them were made useless for weeks at a time. Then, apparently, the German struck a fairly obvious idea—namely, that the further an aerodrome is behind the fighting line, the harder it is for hostile bombers to find it. Also, he seems to have hit the brilliant notion, which is equally obvious, that there is no need to have bombing-aerodromes close up to the fighting line. His line of argument seems to have been that a heavily loaded bombing-machine, especially the big night-bombers, must be at a certain height before they can cross the firing-line with comparative safety from fire from the ground.

For instance, if it takes a fully loaded Gotha forty minutes to climb to a safe height, which is about what it ought to take, its aerodrome may just as well be forty miles behind the firing-line; for if it covers the intervening forty miles at sixty miles an hour, it will just reach its safe height at the right time and place. Which means that the Gotha will not waste any time in going out, and that its aerodrome forty

miles behind the lines will be a good deal harder for retaliatory raiders to find than if it is only ten or fifteen miles back. True, the Gotha has a longer journey home, and so ought to carry more petrol, which means less bombs; but then it can always land at an aerodrome belonging to a fighting, or reconnaissance, squadron near the lines, and pick up petrol for its last few miles home. That seems to be pretty well how the Germans are beginning to operate in these days, and of course it increases the difficulties which our people find



IN MESOPOTAMIA: A SQUADRON OF R.A.F. MACHINES READY FOR A REDONNAISSANCE EXPEDITION.
Photograph by C.N.

and Boulogne, which were, as now, places of considerable military importance. Consequently, bombing operations proper have been chiefly studied and developed in that area. Just as Flanders has been the cockpit of Europe for the armies on the ground for centuries past, so it has become the chief educational ground in bombing operations. At first the German aerodromes were situated close to the coast. The nearer the coast they were, the nearer they were to England, and the easier it was for their pilots returning from raids on London or on the ports on either side of

in bombing them out of their temporary homes. Naturally, day-bombing machines, whether for long-range strategic bombing or for short-range tactical bombing, being faster and handier than the big night-bombers, do not need so long a climb before crossing the lines; therefore they can be located a trifle closer to the lines; but, as the Germans do not engage in day bombing to any considerable extent, one cannot judge what their schemes are in this respect. Apparently they use their ordinary reconnaissance-machines, operating from their regular aerodromes, for such work.

"ENTIRELY RETAKEN WITH *ÉLAN*" FROM THE AUSTRIANS BY THE ITALIANS: THE MONTELLO.

DRAWN BY H. W. KOEKKOEK FROM MATERIAL SUPPLIED BY AN EYE-WITNESS.



"FROM THE MONTELLO TO THE SEA THE ENEMY IS RECROSSING THE PIAVE IN DISORDER": A VIEW OF THE MOUNTAINS AS SEEN FROM THE ALLIED LINES DURING THE BATTLE.

The Montello, which has loomed so large in the story of the Italian successes against the Austrian offensive, is a group of mountains flanking the Piave near Nervese, a town some ten miles north of Treviso, twenty-five north of Venice, and thirty-five miles from the river's mouth. Our drawing shows a view of the mountains as seen from the Allied lines during the battle, which is indicated by the shell-clouds in the air. The River Piave itself shows, as a thin streak of light, in the foreground of the picture, visible just over the roof of a house on the near side of the valley. On June 24, as mentioned elsewhere,

the Italian Commander was able to announce that from the Montello to the sea the enemy, defeated and pursued by the Italian troops, were recrossing the Piave in disorder. An Italian semi-official note of the same evening stated: "From the Montello to the sea the battle was renewed this morning. Continued attacks obliged the enemy to retire in disorder, and our troops, pressing him closely, have already thrown him back at almost all points to the left bank of the Piave. The Montello has been entirely retaken with *élan*."—[Drawing Copyrighted in the United States and Canada.]

FROM VIRGIN SOIL TO COMPLETE SHIPYARD IN 165 DAYS: A WONDERFUL AMERICAN RECORD IN SHIPBUILDING WORK.



AS IT WAS ON SEPTEMBER 20, 1917: VIRGIN LAND AT HOG ISLAND.



AFTER EIGHT WEEKS' WORK: BUILDING UP THE STACKS OF TIMBER.



AFTER TWELVE WEEKS' WORK: PROGRESS ON SLIPWAY, GROUP L.—MANY PILES DRIVEN.



AFTER 21 WEEKS' WORK: A KEEL LAID ON SLIPWAY NO. 1.



AFTER 24 WEEKS: ELECTRIC SUBSTATION, ENGINEERS' BUILDING, BANK, AND FORE-DREDGING.



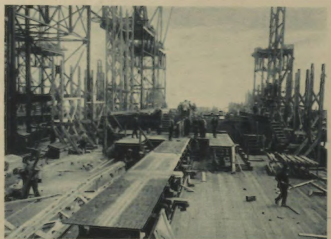
AFTER 27 WEEKS: A GENERAL VIEW OF THE GREAT SHIPYARD, LOOKING EAST.



AFTER 29 WEEKS: AT WORK ON THE FIRST KEEL, LAID ON SLIPWAY.



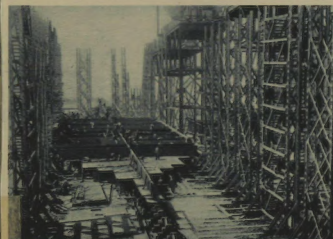
AFTER 29 WEEKS: THE VIEW LOOKING EAST FROM THE CENTRAL FIRE STATION.



AFTER 30 WEEKS: MAKING REAL PROGRESS WITH THE KEEL ON SLIPWAY 1.



AFTER 31 WEEKS: THE TWENTY-FIRST SLIPWAY CONSTRUCTED AT THE YARD.



AFTER 35 WEEKS: A HULL WELL UNDER CONSTRUCTION ON THE TWENTY-FIRST SLIPWAY.



PROVIDING ACCOMMODATION FOR 600 MEN: A GENERAL VIEW OF THE BARRACKS.

The shipbuilding authorities and the workmen of the United States have set up a remarkable record in shipyard construction. The largest yard in the world is now in active operation at a spot which, only nine months ago, was virgin soil. It is on Hog Island, in the Delaware River, just outside Philadelphia—a deep-water site, and well inland, away from possible enemy attack. The land taken over was 546 acres. Work began on September 20, 1917, and in 165 days (less than 24 weeks) the first keel was laid down. The plan of the yard provides for no fewer than 25 slipways (none of concrete, others of wood) extending far over a mile of river front, and controlled in 12 groups of 5 each, but directed by a central administration. There are also 7 mooring places, 2,000 ft. long, which extend for another mile. Each pier can berth 4 ships at once for fitting out; so that, while

30 ships are building, 38 more can be fitted out—a huge undertaking. The Hog Island Yard is worked entirely on the fabrication system—that is, the various parts of the ships are fabricated elsewhere, at no fewer than 250 different engineering plants throughout the United States; and the huge mass of material is brought by rail, the average journey taking 10 days. The Yard itself has 75 miles of railway: 200 wagons are received daily and allocated to the classifying yards, and thence to the store-yards or slipways. Various workshops have been built for work that cannot be fabricated. The staff is enormous. Within five months of the commencement 20,000 men were employed, and the works' roll presently grew to 25,000. Barracks were built for 6,000 men, the rest coming from the Philadelphia district. There are 23 miles of water-piping laid, a filtration tank sewerage system, and a fire brigade, with 30 men.

(Continued next page.)

AMERICA'S RECORD SHIPYARD: THAWING FROZEN GROUND BY STEAM.



A CLIMATIC BARRIER INSUPERABLE UNTIL OVERCOME BY AMERICAN RESOURCE: HOG ISLAND SHIPYARD UNDER SEVERE FROST.



TYPICAL OF AMERICAN ENERGY AND SCIENTIFIC INGENUITY: FROZEN GROUND AT HOG ISLAND SHIPYARD BEING THAWED BY STEAM.

Continued.
on continuous duty, 260 hydrants, seven miles of hose pipe, and several look-out towers for firemen. In the canteens over 10,000 meals are served daily. One incident, typical of American energy and resource, deserves special mention. Last February the ground was frozen so hard that excavation became impossible, so the engineers laid steam-pipes

in the ground, and these, along with a copious use of live steam, enabled work to be resumed and saved many weeks' delay. At Hog Island two types of standard ships are being built—7500-ton cargo-boats, and 8000-ton combined cargo and troop ships. When in full swing, the Yard will be able to launch a new ship every two days.

DISCS TO REFLECT STRAY LIGHT: A PARIS STREET EXPERIMENT.



PLACED TO REFLECT GLEAMS FROM THE LIGHTS OF EVERY PASSING VEHICLE: THE STREET-NUMBER OF A HOUSE IN GROUPED DISCS.



LIKE SO MANY MIRRORS, CLOSELY SET AND REFLECTING LIGHT: THE ARRANGEMENT OF DISCS MAKING UP A HOUSE-NUMBER.



WHERE IN LONDON WHITE-WASHED BELTS ARE DAUBED ROUND: LAMP-POSTS CIRCLED WITH ROWS OF REFLECTING DISCS.

The novel expedient illustrated here is a device being experimented with in Paris for public safety and traffic convenience in darkened streets at night. Its purpose is on all fours with our practice of whitewashing bands on lamp-posts and kerbs. The idea consists in the arrangement of convex, button-shaped glass studs, or discs, silvered over like looking-glasses, and set so as to reflect casual gleams of light, from any direction. Thus the existence for traffic of otherwise invisible obstacles ahead can be, as it were,

automatically notified well in advance. The lights of passing vehicles, by glittering on the circlelets of glass discs strung with wire round lamp-posts at intervals, for instance, as vehicles approach and pass, show where the posts are. The numbering of private houses in the streets by grouped discs on the door-pillars, or posts, is also being experimentally tried; while also the white batons of the Paris policemen on night traffic regulation duty are being replaced by flat staves studded with the reflecting glass discs.

"THE BEEF TRIP": THE BRITISH NAVY'S WAY OF SECURING THE NATION'S FOOD SUPPLY.

SPECIALY DRAWN FOR "THE ILLUSTRATED LONDON NEWS" FROM SKETCHES BY AN EYE-WITNESS ON BOARD THE CONVOY.



PRECEDED BY MINE-SWEEPERS AND ESCORTED BY DESTROYERS AND SEAPLANES: AN OUTWARD-BOUND CONVOY UNDER THE PROTECTION OF THE BRITISH NAVY.

It is a truism, but one too often forgotten, that to our splendid Navy (under God) we owe the continuance of our daily bread in this time of war. The Navy guards the merchant ships that bring food to our ports, over the mine-and-submarine-infested seas, and guards them again upon their homeward voyage. Nor are mines and U-boats the only danger. Convoys must pass within striking distance of the enemy's naval bases, and they are always liable to attack by enemy aircraft. Convoy-escorting is familiarly known as "the Beef Trip," whether the cargo be indeed beef or any other commodity. Ahead of the convoy moves a pair of mine-sweepers, with a cable which stretches between them ready to scoop up any mines that may be met. Behind them the convoyed ships, painted in fantastic hues of camouflage, come plugging steadily on, surrounded by a swarm of destroyers,

buzzing about at odd tangents, like gnats, in apparently erratic zigzags. There is, however, much method in their apparent madness, for thus they have the best chance of spotting and pouncing upon any lurking U-boat. Co-operating with them in the air above are seaplanes, which from their lofty position can detect a submarine beneath the surface. Should they see one, they swoop down over the spot, and immediately destroyers race thither likewise at top-speed. Depth-charges are dropped, and possibly there is one U-boat the less on active service. The ships seen in the drawing, from left to right, are: a minesweeper; flotilla leader and three escorting destroyers; two convoyed ships with a destroyer between them in the distance; the second mine-sweeper; other convoyed ships and escorting destroyers. In the air are seaplanes. [Drawing Copyrighted in the United States and Canada]

SCIENCE JOTTINGS



SEEKING AT DUNDEE'S TREASURES IN THEIR GROUND:
STUDENTS OUT OF SCHOOL (SIXTEENTH CENTURY).



UNIVERSITY LIFE IN THE SIXTEENTH CENTURY: A GROUP READING IN A LIBRARY OF HIS DEGREE.



LEARNING UNDER THE EGG: A GROUP OF A CATHEDRAL
OFFICERS IN JOURNAL (SIXTEENTH CENTURY).

THE CONSERVATION OF WILD LIFE IN WAR-TIME.

IN the matter of the preservation of wild life for its own sake, Canada and the United States lead the world. Their respective Governments long ago established, under their Boards of Agriculture, special departments charged with the investigation of the status of wild creatures of all kinds; and, as a consequence, a vast accumulation of facts has been garnered, enabling a very precise estimate to be made, not only as to the relative abundance of any given species, but also as to its economic value to the State. But, thanks to a far-sighted policy, as much zeal is displayed in protecting birds and beasts which have apparently no more than an aesthetic value as in the case of such as are of importance from an economic point of view. How vividly the Dominion Government realises the importance of this work is shown by the fact that, in spite of the demands made upon Parliament by the necessities of the war, two measures of vital importance to the conservation of the wild life of Canada have recently been passed—namely, the Migratory Birds Convention Act, and the North-West Game Act.

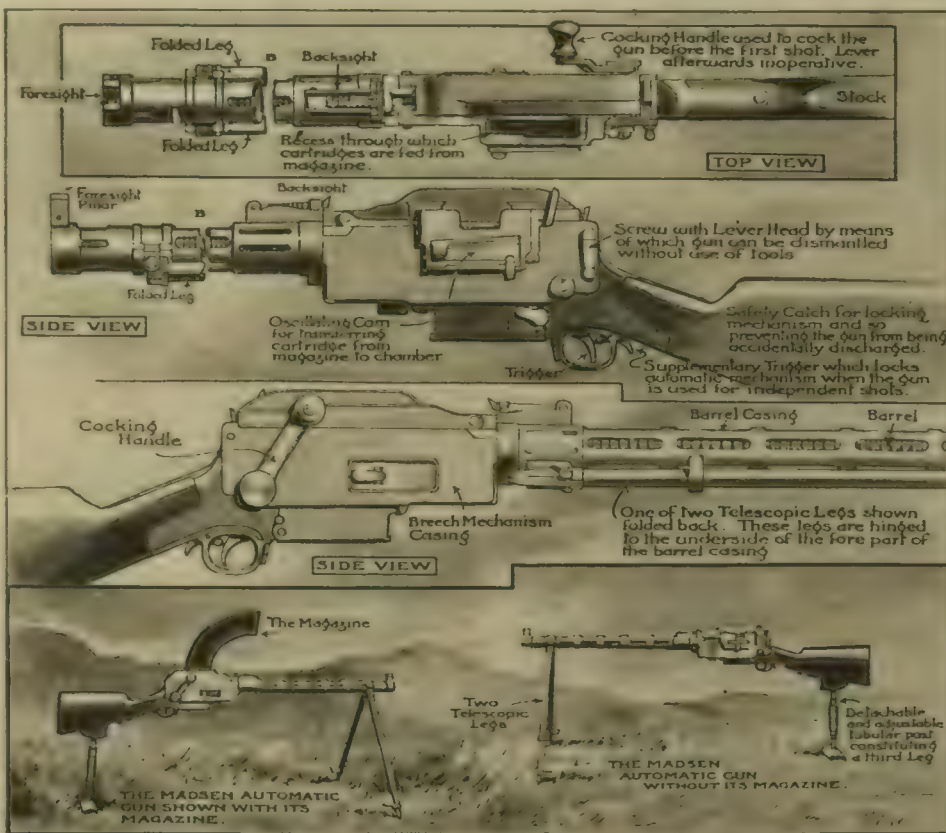
I have just been reading a long official report upon this subject, issued by the "Commission of Conservation," and I am left wondering how much longer we shall have to wait before we, in this country, realise the folly of our neglect in this regard. When the urgent need for increasing our internal sources of food dawned upon us, the Government was besieged by demands from all sides for a suspension of the Game Laws and the Wild Birds Protection Act. Various reasons, and few of them sane, were urged in support of this clamour. To a large extent, unfortunately, such demands were met; for the Board of Agriculture had no first-hand data enabling it to judge of the merits of the measures demanded.

One lamentable result was the formation of "Sparrow Clubs," which has resulted in the destruction of hosts of insectivorous birds; since further diminished by the severity of the past winter. At no time could we afford such a loss, still less to-day, when, labour being so short, such

birds are indispensable. As the Canadian Report puts it: "At the present time, when the production of food crops is not only a national, but a world necessity, the protection of such birds should be regarded as a measure of national defence." Never has the need of taking every means to protect, and encourage, these allies of ours in increased crop production had a greater claim to our consideration. Expressed in terms of wheat, the value of the field crops destroyed annually in Canada by insect pests is sufficient to feed our entire population for a

South Wales and Victoria. On this mice have descended in myriads, so that in the course of a few months immense stacks of grain have been reduced to heaps of debris. To cope with this grave menace the Wheat Board in New South Wales organised a campaign of destruction. In one place the catch for two nights amounted to seven tons of mice! The world at large has had to pay dearly for this unlicensed destruction of hawks and owls. Yet the gamekeeper here at home is allowed to destroy these natural enemies of rats and mice without let or hindrance.

Now that some are beginning to question the wisdom of this, he poses as the natural guardian of our interests, for, he assures us, in killing birds of prey, he is protecting "insectivorous birds." He really knows that he is talking rubbish, but he wants to maintain his privilege of killing hawks and owls on the quite mistaken notion that game preservation is otherwise impossible. The Board of Agriculture can only counter his assertions by quotations from Yarell, and other obsolete authorities, because they have no internal sources of information. In the interests of us all, it is time that this was remedied. As matters stand, to save a few hundred pounds a year in the support of a scientific staff charged with the work so admirably done in Canada and the United States, we lose millions. This is scarcely economy, to put the matter on no higher basis.



RECENTLY TESTED OFFICIALLY: THE MUCH-DISCUSSED MADSEN GUN, SHOWN IN DIAGRAM.

Describing the official trials of the Madsen gun and others, held on June 14, Mr. Macpherson, Under-Secretary for War, said: "Each member of the Committee had separately and independently come to the same conclusion, and had placed the five guns submitted to their judgement in the following order of merit: (1) Lewis gun; (2) Light Hotchkiss gun; (3) Madsen gun; (4) Heavy Hotchkiss gun; (5) Berthier gun. . . . The Committee do not feel justified in recommending a change of light machine-gun armament for our Army at present. It is satisfactory, therefore, to know that our men have had the best weapon available at their disposal."

Specially drawn for "The Illustrated London News" by W. D. Robinson, by Courtesy of the "Engineer."

year." Our own wheat crops are no less in need of the services of these birds.

Owls and hawks, in this country held up to execration by those who should know better, in Canada are jealously protected. Immense quantities of grain, and other food supplies, are destroyed by rats, mice, and a small rodent known as the gopher. These are at least kept in check by the protective measures adopted in the Dominion. In Australia, as with us, hawks are shot at sight. As a consequence, the mouse-plague in Australia has assumed alarming proportions. (Owing to lack of ocean transport, vast quantities

the United States, the "Conservation of Wild Life" is further directed towards increasing the stock of wild birds esteemed by the sportsman, or as food, as well as of fur-bearing animals, which, in Canada, are a great source of the nation's wealth. It is the business of the Government to prevent the exploitation of such animals by private enterprise. Our whale-fisheries are, from this cause, threatened with extinction, yet no steps are taken to avert this disaster. We shall be wise when it is too late. We might, even in this time of stress, follow the lead of Canada, and devote a little thought to these matters, for they brook no delay.

W. P. PYCRAFT.

A CORNUCOPIA AS COMPARED WITH GERMANY: OUR LIBERAL RATIONS.

DRAWN BY OUR SPECIAL ARTIST, W. B. ROBINSON.

Article	RATIONED FOODS FOR CIVILIANS	ARMY IN FRANCE	W.A.A.C.	NAVY (AFLOAT)	NAVY (ASHORE)	W.R.N.S.	MARINES (Serving at Headquarters)	PRISONERS OF WAR (When not employed on work)	OFFICER PRISONERS OF WAR (Maximum purchases allowed)
MEAT	16 ^d worth	112oz.	35oz.	92oz.	56oz.	56oz.	84oz.	12 oz.	21oz. ?
BACON	16oz.	28oz.	14oz.	21oz.	14oz.			3½oz.	?
FISH (FRESH)	Not rationed								10oz.
FISH (PRESERVED)	Not rationed							28oz.	10oz.
BREAD (Including Flour & Biscuits)	Not rationed	112oz.	77oz.	112oz.	112oz.	77oz.	112oz.	63oz.	67oz.
SUGAR	8oz.	21oz.	8oz.	21oz.	14oz.	10½oz.	14oz.	7oz.	7oz.
TEA	Not rationed	3½oz.	2½oz.	3½oz.	2½oz.	2½oz.	2½oz.	1¾oz.	2 oz.
MARGARINE	5 oz.	6oz.	5oz.	7oz.	7oz.	7oz.	7oz.		
SUET (or LARD)	Not rationed						2oz.		4oz. EDIBLE FAT
CHEESE	Not rationed	14oz.		14oz.	14oz.		14oz.		3½oz.
JAM	Not rationed	21oz.		21oz.	14oz.	7oz.	14oz.	7oz.	
RICE	Not rationed	7oz.					7oz.	3oz.	8oz.
PULSES	Not rationed	6oz.						14oz.	16oz.
OATMEAL	Not rationed							6oz.	10oz.
POTATOES	Not rationed	56oz.		112oz.	112oz.		112oz.	140oz.	140oz.
FRESH VEGETABLES	Not rationed						28oz.	28oz.	30oz.
Article	INTERNED ALIENS (When not employed on work)	CONVICT PRISONS	LOCAL PRISONS MALES	LOCAL PRISONS FEMALES	NAVAL AND MILITARY HOSPITALS	CIVIL GENERAL HOSPITALS	TUBERCULOSIS HOSPITALS	ROYAL HOSPITAL CHELSEA	CHILDRENS HOSPITALS
MEAT	12 oz.	16oz.	16oz.	16oz.	35oz.	20oz.	56oz.	20oz.	12oz.
BACON	3½oz.	16oz.	16oz.	16oz.	14oz.	8oz.	8oz.	BONELESS 8oz.	
FISH (FRESH)	24oz.	8oz.	8oz.	8oz.	21oz.	32oz.	16oz.	32oz.	
FISH (PRESERVED)	24oz.	8oz.	8oz.	8oz.					
BREAD (Including Flour & Biscuits)	77 oz.	105oz.	105oz.	77oz.	77oz.	70oz.	75oz.	98 oz.	42oz.
SUGAR	7oz.	7oz.	7oz.	7oz.	10½oz.	8oz.	8oz.	8oz.	8oz.
TEA	1¾oz.	¾oz.			2¼oz.				
MARGARINE		5oz.	5oz.	5oz.	4½oz.	5oz.	10oz.	5oz.	5oz.
SUET (or LARD)	3½oz. EDIBLE FAT				2½oz.				
CHEESE		3oz.	3oz.	3oz.	3½oz.	4oz.	4oz.	4oz.	
JAM	3 oz.	3oz.			5½oz.	4 oz.	8oz.	8oz.	
RICE	7oz.	3oz.	4½oz.	2oz.		8oz.	12oz.		
PULSES		9oz.	9oz.	6oz.	22½oz.	4oz.	8oz.	12oz.	
OATMEAL	28oz.	21oz.	21oz.	10½oz.	7oz.		8oz.		
POTATOES	168oz.	154oz.	140oz.	112oz.	78½oz.	70oz.	80oz.	112oz.	
FRESH VEGETABLES	28oz.	32oz.	24oz.	24oz.	39oz.	28oz.	28oz.	40oz.	

WAR AND PLENTY: A DIAGRAM SHOWING THE AMPLE WEEKLY RATIONS FOR VARIOUS CLASSES OF THE POPULATION.

How completely the U-boats have failed to starve us is illustrated by the above diagrams, showing the liberal allowances of food allotted to various classes. Rations for the Army at home are similar to those for the Navy ashore, except in a few items, with an allowance besides of "6½d. per man per diem for the purchase of food." Such allowances are also made to the W.A.A.C. (6½d.) and the W.R.N.S. (7d.). Prisoners

of war when engaged on work receive, as additional rations per week, bread, 28 oz.; oatmeal or rice, 7 oz.; maize meal, 3½ oz.; cheese, 7 oz. Interned aliens employed on work have extra rations of bread, 14 oz.; biscuits, 21 oz.; and cheese, 7 oz. The amount of meat and bacon for officer-prisoners of war has been reduced, and the figures are not yet available.—[Drawing Copyrighted in the United States and Canada.]

FOR KING AND COUNTRY: OFFICERS ON THE ROLL OF HONOUR.

PHOTOGRAPHS BY SWAINE, HINSON, LAPAYETTE, ELLIOTT AND FRY, CLARKE, CORRETT, LUCAS, BASSANO, CHEPBY, AND BOWLEY.



2ND LIEUT. C. A. BOLTER,
Machine Gun Corps. Elder son of Mr. and Mrs. A. E. Bolter, of Ealing, W. Killed in action.



LIEUT. F. P. AYLES,
Grenadier Guards and Royal Air Force. Has been officially reported as having been killed on active service.



LIEUT. JOSEPH WILLIAM KAVANAGH,
Royal Air Force. Killed while flying. Son of parents living in South Africa. Buried at Ramsgate, with military honours.



LIEUT. K. C. WEBB-WARE,
R.G.A. Elder son of the late Mr. C. Webb-Ware and Mrs. C. Webb-Ware, of Toorak, Melbourne, Australia.



LT.-COL. KENNETH H. L. ARNOTT, D.S.O., M.C.,
E. Lancs Regt. Son of Col. N. Arnott, late R.E., of Barkston Gardens, S.W. Mentioned three times in despatches.



LIEUT. FRANCIS L. MOND,
R.F.A. and R.A.F. Son of Mr. and Mrs. Emilie Mond, Hyde Park Square, and nephew of Sir Alfred Mond, First Commissioner of Works.



MAJOR T. MCG. ALLISON
Gloucester Regt. Only son of Mr. and Mrs. Peter S. Allison, of Westbury-on-Trym, Bristol. Mentioned in despatches. Served in the Boer War.



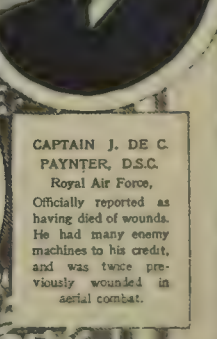
MAJOR JOHN EDOUARD M. BROMLEY, D.S.O.,
R.F.A. Elder son of Mr. John Bromley, Manchester Street, W. Was a Native Commissioner of Northern Rhodesia.



LIEUT.-COL. REZLEY HOUGHTON THORNE,
N. Staffs Regt. Eldest son of the late Dr. Berley Thorne, M.D., of Harley Street, W. Fought in S. African War; King's and Queen's medals.



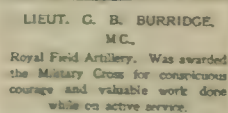
LIEUT.-COL. BERTRAND D. GIBSON, D.S.O.,
Northumberland Fusiliers. Only son of Col. W. Gibson, V.D., of Hexham, Northumberland. Mentioned three times in despatches.



CAPTAIN J. DE C. PAYNTER, D.S.C.,
Royal Air Force. Officially reported as having died of wounds. He had many enemy machines to his credit, and was twice previously wounded in aerial combat.



CAPT. REGINALD STAFFORD SAUMAREZ, M.C.,
Staff Captain, London Regt. Only surviving son of the Hon. Arthur and Mrs. Saumarez, and grandson of the first Baron Magheramore.



LIEUT. C. B. BURRIDGE, M.C.,
Royal Field Artillery. Was awarded the Military Cross for conspicuous courage and valuable work done while on active service.



LIEUT. W. WEBB MOORE,
R.E. Son of Mr. C. W. Moore, Willesden. Was decorated with the Belgian Order of Chevalier de la Couronne, and the French Croix de Guerre.



2ND LIEUT. DOUGLAS C. EARLE MARSH,
Dragoon Guards. Only son of Mr. C. O. Earle Marsh, D.L., J.P., of Rockdale, Newport, Monmouthshire.



LIEUT. CHARLES REAY COFFEY,
Royal Air Force. Eldest son of Mrs. Reay Coffey. He has been officially reported as having been killed while carrying out his duties on active service.



2ND LIEUT. H. S. GRIFFEN,
Royal Berkshire Regiment. Fourth son of Councillor and Mrs. Griffen, of Newbury. Died of wounds.



LIEUT. C. M. DOBELL,
Royal Welsh Fusiliers. Eldest son of Mr. W. M. Dobell, of Quebec, Canada. Has been officially reported as having died of wounds.



Nutrition Notes.

How to make the most of milk.



MILK is probably the finest natural food we have, but for healthy, growing children it is more enjoyable, more nutritious and more satisfying when made into Bird's Custard.

Milk when used to make Bird's Custard, is transformed from a thin beverage into a creamy, nutritious dish. It is full of goodness for growing children and for hard-working adults, because the Bird's Custard adds a rich store of energy-producing carbo-hydrates.

The testimony of a distinguished scientist is that—"the enrichment of milk by Bird's Custard raises the calorific and nutritive value from 400 to 500, which is a very high achievement."

This proves that Bird's Custard is much more than a delicious dish. As it is among the most valuable of foods, serve it often and bountifully in these days of rations. *It does everybody good.*

To help out the sugar ration,

cook fruit and puddings without sugar.

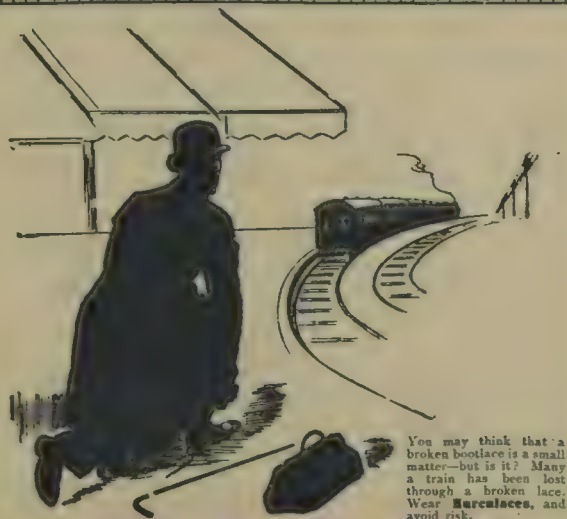
Serve with Bird's Custard, which if made with two good table-spoonsful of sugar, is sufficient sweetening.

Bird's

Nutritious Custard

used as a simple sauce, makes plain war-time puddings into real treats.

c1926



You may think that a broken bootlace is a small matter—but is it? Many a train has been lost through a broken lace. Wear **Hurculaces**, and avoid risk.



Hurculaces are the ideal laces for boots or shoes.

HURCULACES are well worth waiting for, so if your draper or bootmaker is out of stock, ask him to get them for you. They are British-made from strong, well-dyed, closely woven threads, which give the maximum of wear. HURCULACES always look smart and neat, and they are very firmly tagged.

Stocked by all Drapers, Bootmakers, and Outfitters.
Manufacturers: Faire Bros. & Co., Ltd., Leicester.

Officers' Kit

FOR FRANCE.

OFFICERS just taking up their Commissions from Cadet Battalions will find the following list of great service. The articles included are those recommended by the Army Council as being absolutely necessary. They are additional to kit already issued to the Officer Cadets, and to articles such as Revolvers, etc., which are obtainable from Ordnance.

	l.	s.	d.
1 Service Cap	0	14	6
1 Whipcord Service Jacket ..	4	15	0
1 pair Slacks ..	2	5	0
1 pair Bedford Cord Breeches	2	10	0
1 British Warm	5	15	0
1 Trench Coat	3	10	0
1 pair Marching Boots ..	2	5	0
1 Wolseley Valise with Name and Regiment painted on	3	11	9
1 Sleeping Bag (Kasok) ..	1	15	0
1 Haversack with Sling and Swivels	0	17	6
1 Aluminium Water Bottle ..	0	13	6
1 Lanyard and Whistle ..	0	2	6
1 Service Hussif	0	2	6
1 Hold-all	0	6	6
1 (Combination) Knife, Fork and Spoon	0	6	6
1 Enamel Cup	0	1	0
1 Field Service Pocket Book ..	0	1	0
1 Map Case	0	16	6
1 Bucket	0	4	6
	£30	13	3

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GAMAGES

The Headquarters of
Military Outfitting.

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WOUNDED OFFICERS

We are always pleased to send a representative to any London Hospital to take instructions for New Kit.

NELSON'S HISTORY OF THE WAR.

THE war is nearly four years old, but it has not brought forward the historian of its own world-shaking events to challenge comparison with Colonel John Buchan. His nineteenth volume (Nelson) is as fresh in treatment as ever, and the story of the campaign is as clearly seen and vigorously set out as in any of its predecessors. Undoubtedly he has had advantages. Association with the Intelligence Staff of the War Office gives him access to much information and the privilege of printing all that may be published at the present time. He has the intellectual grasp of the historian and a mastery of words. The book that can command these opportunities and gifts must needs be worth reading: and Colonel Buchan has yet another advantage—he is never ditto.

In the volume under discussion he deals with the German retreat in the West and the battle of Arras. He

tells us how our soldiers were assembled underground. The labyrinth of ancient sewers beneath the town and the quarries that had stood aloft on its site were explored, enlarged, lighted by electricity, and they kept thousands of Allied soldiers in security pending the attack that broke out in sudden fury on Easter Monday of last year.

The story of the second battle of the Aisne—in which General Nivelle's high hopes were dashed—is set out with a wealth of detail and understanding; and then there comes a rapid survey of affairs in Mesopotamia, Syria, and the Balkans. Of Constantine, ex-King of Greece, Colonel Buchan writes: "He had amply earned his punishment and bore with him the memory of no single honest and courageous action—only loose-lipped speeches and shabby intrigues." The Italian campaign from the fall of Gorizia to the summer of last year is surveyed rapidly; and the tragedy of the treachery that brought so much trouble to Italy seems the more poignant as we consider the high achievement that preluded it. Strange that Germany's triumphs, whether at Tannenberg, in Rumania, on the Alps, or elsewhere, have been aided so largely by treachery! A finely written chapter on the tragedy of Russia's last offensive brings the book to the four appendices made up of dispatches from Sir Douglas Haig, Sir A. Murray, and General Milne.

The uncertainty of the British climate, with the rapid alternations of sun and shower, which we are experiencing so frequently this summer, lends particular value to the famous "Cravenette" Showerproofs, which are so useful and health-preserving for both men and women, whether on active service or busily pursuing one or other forms of war-work. "Cravenette" is

fully described, and its many uses shown, in a booklet, "Cravenette" for Home and Active Service, which will be sent on application to the "Cravenette" Company, Ltd. (Dept. 25), Well Street, Bradford, and will prove

how the "Cravenette" coat is effective either for men, women, or children. Not only are weatherproof, "Cravenette" cloths in the latest weaves always



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smart as well as practical—a consideration properly valued by both sexes—but "Cravenette" coats are porous and, therefore, perfectly healthy to wear, whether for travelling, walking, golfing, fishing, or any outdoor sports, and "Cravenette" costumes are as stylish as they are protective. "Cravenette" materials, it may be added, are specially dyed to regulation shades to meet the requirements of the War Office, Territorial Associations and Volunteer Defence Corps, and are much in favour with nurses.

It is pleasant to find that the amenities of life are not wholly to seek in the great and anxious world of politics. Even in the flood of weighty tasks which the Prime Minister has to face, Mr. Lloyd George has made time to write a letter to Lord Rhonda which is a heartening tribute to the courage, ability, judgment, and untiring effort with which Lord Rhonda has conquered one of the most difficult home problems of the war.



U.S. ARMY NURSES UNDER GASEM INSTRUCTION ENTERING A GAS-FILLED CHAMBER DURING TRAINING AT CAMP KEARNEY, CALIFORNIA.

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pays a tribute to the enemy for the skilled fashion in which they carried out their retirement and in connection with the battle of Arras—in future it will be known, we suppose, as the first battle of that name—he



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NEW NOVELS.

"The Humphries Touch."

"The Humphries Touch" (Collins) is an amusing extravaganza, which might be suspected of being satire if it were less light-hearted and frolicsome. A schoolboy with the spirit and genius of a great financier could easily have had the tragic experiences of Mr. Bultitude in his first term at school; and for a moment we read of George Andrew's arrival at Warrenders with considerable apprehensions—for "Vice Versa" was, to the right-minded and discerning, a sad and depressing affair, with very little brightness to relieve the gloom. George Andrew, however, was not a genius for nothing; and although he went through the humiliation of bending over a chair (with all that that implies in a master's study), and although the school secret societies, known as the Bats and Owls, showed their resentment of his existence in time-honoured ways, he had, on the whole, distinctly the best of every encounter that befell him. In the end, it was sentiment that caused his great scheme for the regeneration of Warrenders to fall to the ground; but as the same sentiment gives Mr. Frederick Watson his finest opportunity for tearing to rags the "pi" romance of schoolboy life, the readers of "The Humphries Touch" will not regret George Andrew's dramatic failure. We wish we could quote Mr. Sheringham's book—

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SIDE VIEW OF THE HEAD OF THE BLACK ROD.



THE IMPERIAL PARLIAMENT'S GIFT TO THE DOMINION PARLIAMENT: THE SHAFT OF THE NEW BLACK ROD IN ITS CASE.

An interesting ceremony took place in the Library of the House of Lords on June 21, when the Canadian Premier, Sir Robert Borden, was presented with the new Black Rod for the Canadian Senate, which is to replace that destroyed in the fire of 1916. The Rod, the head of which is of gold, has been subscribed for by M.P.'s and Members of the House of Lords. The Black Rod is a reproduction of the House of Lords Rod, except that maple leaves replace the trefoil on the Black Rod at Westminster.—[Official Photograph's.]

Chapter XX., the episode of Geoffrey, the fast boy, surrounded by little Tom Virtue (the hero), the Headmaster . . . the Matron, the Matron's cat, Geoffrey's canary, Dick, and so on, is in the true vein of caricature.

"My Love's but a Lassie."

Katherine Tynan has not attempted to disguise the artlessness of her intention in "My Love's but a Lassie" (Ward, Lock). The title is an index to the substance of the book, which is to the serious novel as lemon-sponge to a Christmas pudding; and this notwithstanding murder most foul, German spies and submarines, and a hero wounded and missing in France. The effort to regard the story as within the range of the probabilities need not be made—nor, we must add, is any other effort required of the reader who places himself in Mrs. Hinkson's hands. An hour's entertainment is assured to him, while the adventures of the Judge and his son, the wicked German woman and the lovely girl, flow on in pleasant sequence. Nobody in a war novel seems capable of approaching the coast from inland without stumbling upon petrol-tanks stored for the benefit of the Boche; and,

though we may regret another repetition of this oft-told tale in "My Love's but a Lassie," it can be suffered for the sake of the young lovers, and rather more for the observation with which the eye of a poetess regards the colour of Cornwall.

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Read this extract from the "Commercial Motor," 8th March:

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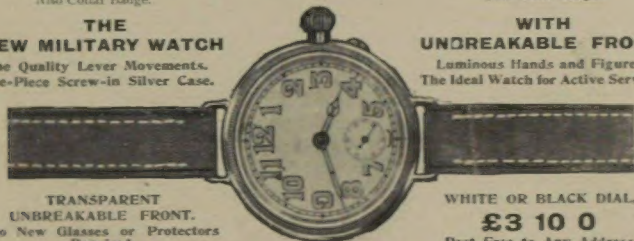
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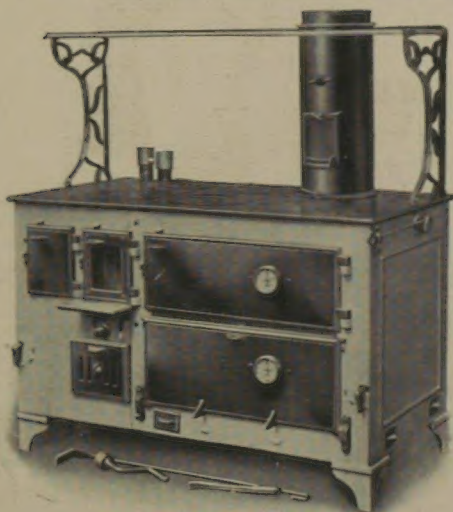
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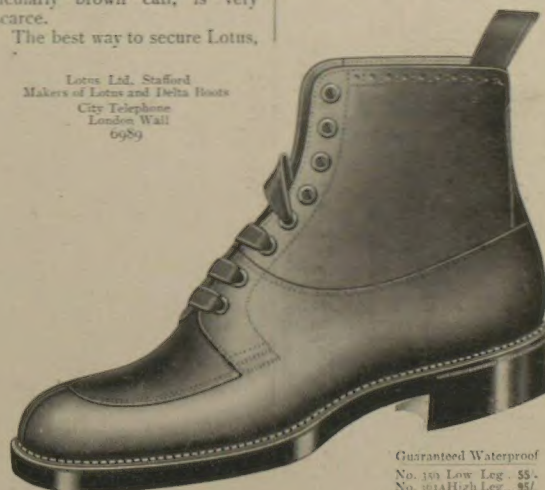
And just now all these shops are receiving regular though rationed supplies on fixed dates of these boots and shoes, military and civilian.

The civilian consist very largely of black glacé kid boots and shoes, for calf leather, particularly brown calf, is very scarce.

The best way to secure Lotus,

military or civilian, should the local shop shelves be empty, is to bespeak a pair from the next delivery from the factory. This is what many men are doing whilst supplies are so short. Those pairs that are not set aside in this way for customers are usually sold on the very day they are unpacked or the day afterwards.

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THE CHRONICLE OF THE CAR.

British Cars After the War. It is natural, perhaps, that there should at the present moment be a considerable amount of discussion as to the manner in which the lessons of the war—which has been the greatest reliability trial imaginable—will be



PROUD OF HIS JOB: DRIVING HIS COLONEL.

Our photograph is of particular interest, as it shows the somewhat unconventional duty of a negro with the American troops in France—that of driving his Colonel in the side-car of a B.S.A. motor-bicycle.

applied to the design of British post-war cars of all classes. At the same time, I am not altogether certain that there is much necessity for us to worry ourselves about the precise nature of the improvements in design which will be manifested in the cars of the post-war period as compared with those of 1914. I think we may take it as certain that the one will be a far better vehicle at all points than its predecessor. It would be passing strange if it were not. But this matter of design is a small one beside that of the possibilities that will exist of selling the cars produced by British factories, and the initial

difficulties that are sure to be encountered during the period of reconstruction of our peace industries.

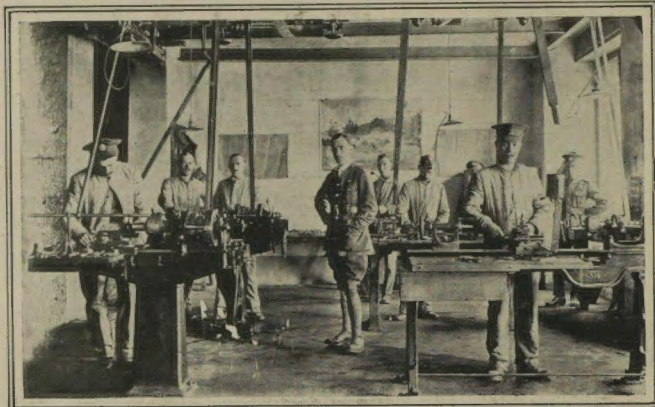
There may be industries that have been as hard hit in the matter of the diversion to other purposes of their peace activities, but it is quite certain that none have suffered more than the motor manufacturer in the utter and complete reversal of their wonted activities, nor is there an industry which will find itself more handicapped in the race to get back to normal conditions. Nor is it as though the British industry will have a fair start against its most powerful competitor—America—in the home and overseas markets. Whereas the number of British firms who are engaged exclusively in their legitimate work of building cars may be counted on the fingers of one hand, certainly more than a half of the American motor firms are still in the position of being able to continue at least a part of their normal business activity. Of course, conditions of industry in America are vastly different from those which obtain here; and, up to the present, America has not found it necessary to carry out the wholesale diversion of manufacturing facilities which the conditions of the war imposed upon ourselves nearly four years ago. It may be that the course and duration of the war will even yet lead America into a state of industrial affairs closely resembling our own, in which case matters should be somewhat evened up; but I do not think it is safe to regard that as more than a remote possibility. The question that suggests itself as a result of the condition in which the British industry finds itself is: What steps must be taken towards the reconstruction of the industry and for the retention of our own markets?

The answer is not easy to give; but it seems, on the face of it, that the appeal of the industry for facilities to get back gradually to normal, or as near to it as circumstances will permit, is one that should be listened to with sympathy by the Government. Unless those facilities are

given—and beginning made immediately—I am afraid we shall find that after the war our markets will be taken from us by those whose industrial interests have been visualised by their own authorities with a greater width of outlook than seems possible to our own.

Motor Training for Internees.

Further to my note of last week, in relation to the Autocar motor-training schools at Vevey and Scheveningen, the editor of that journal has asked me to say that the total cost of putting a man through a five months' course of training—which will fit him to take his place either in a motor factory or repair shop, or to make him into a really qualified chauffeur-mechanic—is £8 15s. This works out at 1s. 4d. per working day of six hours—surely the most economical training course, imaginable. I am further asked to say that if there are any motorists among the readers of these notes who would like to assist in developing the schools, and in training our soldiers who



GOOD WORK OF THE "AUTOCAR": MOTOR-TRAINING FOR INTERNED BRITISH SOLDIERS. Our picture illustrates part of the machine-shop at the school in Vevey, Switzerland, in which, under the auspices of the "Autocar," interned British soldiers are taught to become useful mechanics.

have had the ill-fortune to fall into the hands of the Hun so that they may return to us as useful and skilled citizens, the editor of the *Autocar* will be pleased to receive their practical help. Anything, from the cost of a day's training to the full course, will be welcomed. W. W.

The Palmer Cord Tyre owes its tremendous vitality and petrol-saving qualities to its "nerves"; those multiplied, rubber-insulated, friction-free strands which form its foundation.

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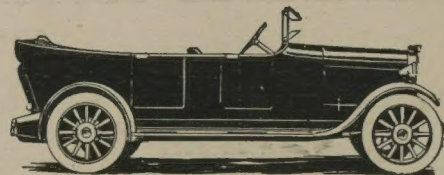
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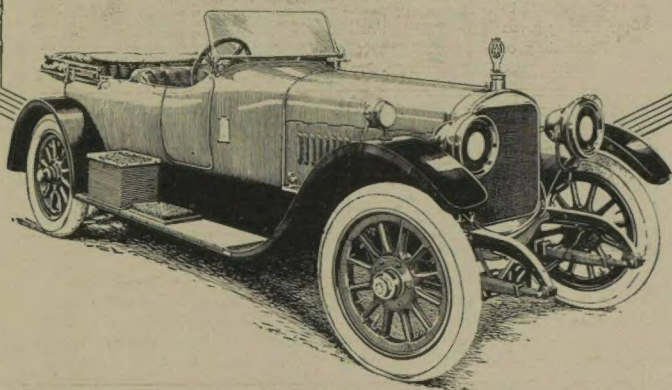
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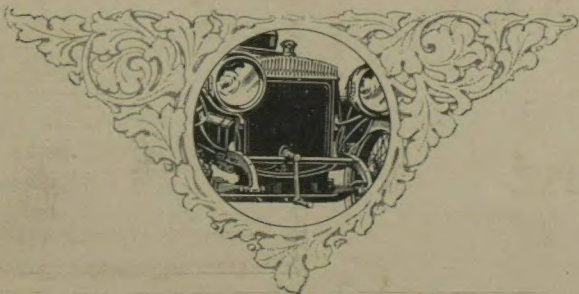
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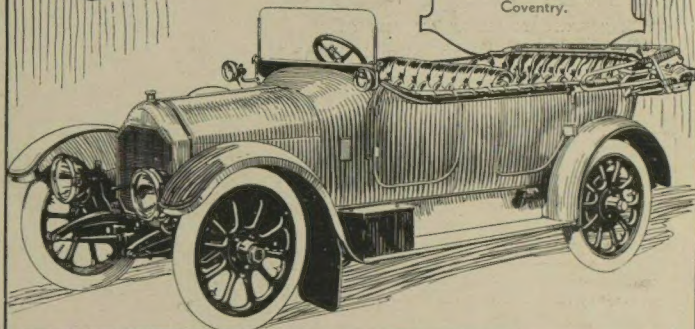
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THE PLAYHOUSES.

"MARMADUKE," AT THE HAYMARKET.

THERE are rich possibilities in the situation of the man who has lost his memory, and may find himself saddled with the sins and responsibilities of a self he disowns. Mr. Ernest Denny does not trouble himself too much with the psychological problems of such a theme—or rather, he evades them by presenting us with not one Marmaduke, but with two Marmadukes, the more reputable of whom meets his love-adventure by being treated as if he were the other, a drunken scapegrace for whom an explosive step-father from Australia is searching to give him a fresh chance in life. Still, even for the sham Marmaduke—really, as it turns out, a young Peer—and therefore, of course, for his audience, a nice problem prepares itself out of his forgetfulness of his identity as he grows more and more attached to his charming benefactress, young Patricia O'Brien. Was he married in that past life of his? Or, if it is not so bad as that, was he engaged? In point of fact, there was an engagement, and the audience longs to see it broken off as quickly as possible. Fortunately, Mr. Dennis Eadie, in his doubling of the two Marmadukes, and his various stage-comrades also, dash through this comedy of many coincidences at such a pace, and the playwright in his turn provides so many quaint lines and moments, that there is scarcely time for impatience. Mr. Valentine is gloriously robustous as the overbearing Australian; Miss Mary O'Farrell and Miss Muriel Pope offer a neat contrast; and Miss Mary Jerrold contributes a delicious sketch of an Early Victorian mother.

"NURSE BENSON," AT THE GLOBE.

The scene that is the making of the play which Messrs. R. C. Carton and Huntly McCarthy have written for Miss Marie Löhr—curiously enough, another play turning

on a case of mistaken identity—comes in the last act, and so enables it to end amid a burst of laughter. It is a scene in which a V.C.'s *nouveau-riche* father, finding his



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son's nurse to have been in masquerade, comes to approach an old Peer—really her uncle—for having given her references, and then, through a misunderstanding of their relationship, upbraids this monument of aristocratic

dignity with being a libertine. The passage of arms between the kindly old vulgarian, so righteously indignant, and the startled and tired old Peer, petrified with wrath and bewilderment, is delightfully droll; and the stony look of Mr. Fred Kerr—never better suited than as Lord Messenger—in contrast with the volubility of Mr. Elton as his accuser, is worth going far to see. For the rest, Miss Löhr invests with her own charm and buoyancy the pretty amateur whom no one could ever have confused with the real and frumpish Nurse Benson. Miss Lottie Venne does wonders in a part rich in lack of aspirates; Mr. C. B. Vaughan makes much out of small opportunities as an Army sergeant; and Mr. Dawson Milward—more happily cast than Mr. Pennington-Gush, who has to play the invalid V.C.—is as natural as nature.

"YOU NEVER KNOW, Y'KNOW," AT THE CRITERION. In offering a bill of Palais-Royal farce, slightly deodorised, the Criterion returns to old traditions, and playgoers whom this sort of entertainment angers had better leave it alone. Mr. Rex London doubles comically the characters of a spruce little married man who is kicked by the proprietor of the café because he is thought to be the waiter, and of this waiter who gets the kisses of his counterpart's wife. Other players who help to create an impression of bustle and frolic are Mr. Fred Eastman, Mr. Cairns James, and Mr. Douglas Greet, and the picturesquely gowned Miss Daisy Markham and Miss Enid Sass.

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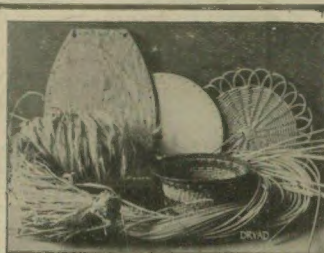
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